

THE SUPPLIER

C.A.S.E. Newsletter

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Job Jar Brings Out Areas for Review and Discussion Between Onsite Auditors and Airline Auditors

By: Bryan Mahan—Newsletter Committee Chair

During General Session on Thursday, the Job Jar was hosted by Audit and Compliance Chair Sean Ressler. The discussed topics came from Level IV observations during check rides and topics from the membership. Highlights from that discussion are below. If you have any questions, you should contact a Level IV.

- Do not share vendor names when discussing issues or findings.
- Check rides are the responsibility of each individual auditor. It is up to you to set up your initial and recurrent check rides in a timely manner. Do not wait until the month they are due or after the fact. More than likely you will not find a Level IV free to observe the audit. A suggestion is to set the audit up when the next years allocation is released.
- Make sure to review the definitions and requirements for the codes of NOACT and DELVIN. It has been noticed that auditors are not familiar enough with these codes
- Make sure to have consistent dates on your transmittals. Pay attention to the details of your transmittals and make everything matches the dates of the certificates and the day you perform audits. Also, make sure to add the country code of the country on the EASA certificate. You should keep track of dates that certificates expire so that you can update the register as needed with new certificates. Make sure as well to process reschedule transmittals in a timely manner. Airlines needed these processed for their surveillance program.
- Reminder to make sure that the CACS-11 is filled out correctly and correctly.
- When conducting Level III pre check rides, make sure to go over the candidates CACS 5s. This will give you go information to watch for during the audit. And make sure to fill the blocks out fully. One word answers to the questions do not give an accurate look at the candidate. Be as detailed as possible. And take plenty of notes during the audit to give the candidate good feed back on good and not so good areas. You should also ask questions concerning the database, how to set up an audit package to be uploaded. Finally, let them know about the differences in setting an airline audit vs. a C.A.S.E. audit.

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C.A.S.E. President Gives Updates and Thanks to the Organization

By: Tim Willard—C.A.S.E. President

It's an Honor to be C.A.S.E. President and hope you see my engagement.

First, I would like to thank Samantha for all you do setting up hotels, food, rooms, drinks, etc. Second thank you to all the Committee members who run these Committees, both ACS/ARSS and BOD dedication for working resolution and ideas to improve CASE organization. Also, want to thank Jerry Fredrick and Av-Info for work him and his team has done with new Database. We all can count on these Committees Chairs, Vice Chairs, Jerry, and Samantha to get things done. I want also to thank my hands because I can count on them. Zack, thank you presenting finance report.

CASE is in good financial position. Based on that along with current cost, membership dues do not need to be increased. This is discussion the BOD reviews yearly, based on hotel conference rooms, food and beverages, etc. The BOD increasing training cost starting with Members from \$150 to \$200 (1A, P&P, Side Bars) \$100 to \$150 for Database. Non-Members from \$225 to \$350. I am getting a lot of inquiries for information on coming to training. This is great avenue for adding additional training income. Cost is going up. For CASE to stay afloat, and break even, we have to increase some areas.

Many great discussions this week both BOD and Committee's. BOD discussed future hotel locations, cost, new laptops, gift increasing from \$50 to \$60 (FYI Expiration Date is July 31, 2025), new beta Database test and Training dues. There will be no tariff increase on the shipping of gifts. BOD has completed reviewing the By Laws monthly for knowledge and discussing if need to correct/add or remove items.

Committees, great discussions, too many to talk about. If you have question about your, Check Ride, extensions, Level 3, Proxies, Audits, please contact CASE, Membership, A & C before it becomes major issue.

Bryan Mahan, with Envoy Air, thank you for great Newsletter articles last year. If you any suggestions or articles, please get with Bryan, and yes Bryan, I have my Spring 2025 Presidents Report for Newsletter.

Looking for suggestions on guest speakers. If you have suggestions, please get with any BOD member.

Knowledge is, knowing a tomato is fruit. Wisdom is knowing not to put in fruit salad. Knowledge is free, but you still have to pay attention.

Safe travels everyone home! Will see some of you at Summer Training in Charlotte, rest at Fall Meeting in Pitt

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Pictured above are some of the Board of Directors of C.A.S.E. during one of their meetings at the Spring C.A.S.E. Meeting

C.A.S.E. Upcoming Training and Meetings

Fall Meeting 2025 PIT—Hyatt Regency Pittsburgh International Airport

Monday, September 29, 2025 (Manual Allocation) – Thursday, October 2, 2025

Room Rate: \$152++

Book by September 1, 2025

Winter Training 2026 CLT—Hilton Charlotte Airport

Monday, January 26, 2026 through Thursday, January 29, 2026

Room Rate: \$149++

Book by December 15, 2025

Spring Meeting 2026 DFW – Hyatt Regency DFW Airport

Tuesday, April 14, 2026 – Thursday, April 16, 2026

Room Rate: \$154++ Reservations 972-453-1234

Book by March 1, 2026

Summer Training 2026 CLT—Hilton Charlotte Airport

Monday July 13, 2026 through Thursday, July 16, 2026

Room Rate: \$149 ++

Book by: June 1, 2026

Fall Meeting 2026 TUL – DoubleTree by Hilton Tulsa Downtown

Monday, October 5, 2026 (Manual Allocation) – Thursday, October 8, 2026

Room Rate: \$149++

Book by September 5, 2026

**** Attire for the meetings and training is business casual ****
**** No jeans, athletic shoes or ballcaps ****

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ARSS Chair Thanks Its Membership For A Job Well Done

By: Elio Kocijancic—C.A.S.E. ARSS Chair

I want to thank the members of the ACS who do an excellent job in promoting ARSS membership through on-site audits. Repair Stations in the ACS Register are constantly calling the ARSS Membership Committee to provide them with more information about the benefits of being a C.A.S.E. member.

Since the FAA agreed with ARSA and the Aircraft Electronics Association in determining its new OpSpec D090 for Repair Stations was not supported by a regulatory requirement. It is becoming more difficult to offer value to ARSS membership and at this time the best that C.A.S.E. can offer to 145 Repair Stations is training, and by becoming a member of C.A.S.E. you will be able to enjoy savings on the cost of training. They will also be able to enjoy the knowledge of C.A.S.E. Members on both the ACS and ARSS sections.

It can be mentioned that Part 145 Repair Stations can voluntarily participate in the C.A.S.E program if they choose to include it as part of their quality control system and write it into their RSQCM for FAA acceptance,” the FAA has instructed aviation safety inspectors.

If you have questions regarding voluntary participating in C.A.S.E. program, please contact Elio Kocijancic at eliok@airs-inc.com, Eric Baez at ebaez@airqualityaviation.com or Tim Willyard at twillyard@nordam.com.



During the final session on Thursday, Kevin Morrison— Database Chairman, briefs the membership on the new database that will be rolled out soon. The new database will be a windows based system. The system is in test mode now but will be rolled out shortly.

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Database Committee Reviews the New Database Process and Assigns New Roles

By: Kevin Morrison—Database Chairman and Todd Teich

In the Database committee discussions were held about delegating task to committee members. New task assignments were assigned to committee who volunteered, those new roles are listed below:

- o Louie Gomez: Run SYSDELETE once a month.
- o Todd Teich: Research and develop an expired certs report and run the report once a month.
- o Steven Roundtree: Run the orphan audit report once a month.
- o Dale Marksbury: Research training and check-ride expiration date inconsistencies and how to run a report.

Todd Teich will host a monthly TEAMS meeting for the committee members to discuss the new database and other database issues.

During the meeting, Kevin Morrison committee chair, demonstrated to the Database and Fuel committee members using the New Web Front Database to familiarize submitted transmittals and printing documents. Also, demonstrated how both databases are operating in parallel and update simultaneously. Chris Roger developed and shared (with Database Committee) steps for commonly used functions in the database. Training power points are currently in development and will continue to be developed. A user guide is currently in development and a select few auditors have been given full access to use the new web front database for continued beta testing.

Other discussions brought to the committee from member Todd Teich talked about the following: What changes to the P and P will need to be made upon implementation of the new database, what kind of reports do we need to develop that are needed, when shall we establish a cutoff date, who is willing to come to one training session to assist with training. The Chair and Vice Chair will not be able to attend every training session, and there will be a need some backups for training, and during the implementation phase of the database, is anyone willing to assist members having issues with the database possibly like a helpline.

Publication of Rev 86 of the 1A Standard is: June 15, 2025

Deadline to submit CACS 10s for the Fall 2025 meeting is: September 15, 2025

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Elections of Chairman and new Level IV for the Spring 2025 Meeting

Elections were held for several positions during the Spring 2025 meeting. Those positions are:

Air Carrier Section Chair: Vern Ashlock—Alaska Airlines

Training Committee: Leonard Pushinsky from American Airlines

Air Carrier Section Secretary: Rex Graft—Allegiant Air

New Level IV 1A: Jerry Walker—JetBlue

Also, since the Fall 2024 meeting, there have been six new Level IIIs added, three auditor moves to new carriers and 1 new alert.

Highlights from Other C.A.S.E. Committees

Maintenance Technical-

Submitted new guides and checklists for reference during audits. A NDT supplement and an Engine Test Cell Checklist are on line. Also, the Composite Guidance checklist has been updated. Also, the 1A standard references have been reviewed.

Fuel Technical—

Revising the fuel checklists and reviewed ATA 103 for new updates to be submitted to the ATA committee. Was briefed on how the new database works for the fuel side. Review the phase out of filter monitors from service.

Membership and Promotions-

Followed up with two airlines that have been working on membership with C.A.S.E. Also, set up two mentoring programs with two airlines.

Standard and Practices-

14 CACS 10s were filled for review at the meeting. Nine of the CACS 10s were considered as “Major” and three were withdrawn after consideration. Please see C.A.S.E. 1A standard revision 86 for new updates.

Training-

Training sessions will be moving starting in January 2026. The new hotel will be the Charlotte Airport Hilton. See the website for details and reservations. To that training session.

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Job Jar Article Continues

- During a Level III recurrent audit, make sure you are familiar with the P&P and can discuss several areas of the manual. Level IVs will be asking you to navigate the database and will be looking at your previous audits and transmittals you have performed for possible issues to resolve.
- When you UPAUD and audit. Make sure to go back after 96 hours to make sure the audit was processed. You want to make sure the audit is processed properly and no mistakes were made.
- With the CACS 7 (VEL), make sure the information in number 5 is marked correctly. That is box is checked and there is a signate and date on which option is chosen.

Here are some hopeful hints discussed during the Job Jar....

- Make sure to update your company's usage on a regular bases. This might help when trying to update all at once before the allocation.
- If you are taking an orphan audit, make sure to do the appropriate transmittal to reassign the audit to your company.
- Make sure to understand the vendors hours of operation and floor times. This is important to know so you as an auditor are not trying to rush through the audit and making the vendor staff stay longer than needed. With that in mind,, Try mixing up your audit and go on the floor first. You might be surprised and make that your new routine.
- Reviewing closed packages before you go on the floor gives you a wealth of information. This includes, stamps, inspectors names, CMMs that were worked to or process specifications used. Also,, gives you the names of technicians working on the parts.



During the Standard and Practices committee, Level IV Michael Goering from Kalitta Air, discusses a CACS 10 that was submitted by him and the other Level IVs



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